

CLAIMS

1. A transmission mechanism (20) of a progressive gear (1), preferably of a steering gear of a vehicle, between a driving shaft (10) and a driven shaft (30) which can also be exchanged for each other, characterized by a driving lever (11) connected in a rotationally fixed manner to the driving shaft (10), as well as two sides (21) connected in a one-sided and spaced manner to each of the side joints (22) at the driving lever (11), as well as a coupler (23) connected in a spaced manner to the other ends of the sides (21), as well as an output lever (31) which can be connected in a rotationally fixed manner to the driven shaft (30) and which is connected by an offset (R_V) to the axis (Y) of the driven shaft (30) at the coupler (23) wherein the axes (X, Y) of the driving shaft (10) and the driven shaft (30) are essentially in parallel and show an offset to each other and wherein all connections that are not rotationally fixed enable pivoting movements within a plane essentially transverse to the axes (X, Y) of the driving shaft (10) and the driven shaft (30).
2. A transmission mechanism according to claim 1 characterized in that all length and distance relationships are selected in such a way that in the mounted position the circular movement of the driving shaft (10) and the driven shaft (30) is mechanically ensured.
3. A transmission mechanism according to claim 1 characterized in that the ratio of the offset (R_I) between the axes (X) of the driving shaft (10) and (Y) of the driven shaft (30) to the offset (R_V) of the axes (Z) of the output joint (32) and (Y) of the driven shaft (30) is at least between 1:10 and 10:10, preferably between 5:10 and 9:10 and ideally around 7:10.
4. A transmission mechanism according to claim 1 characterized in that the axes (A, B) of the side joints (22) and the axis (X) of the driving shaft (10) form a triangle wherein the distances of the side joints (22) to the axis (X) of the driving shaft (10) are different.
5. A transmission mechanism according to claim 1 characterized in that the sides (21) are of the same length.
6. A transmission mechanism according to claim 1 characterized in that the angles between the sides (21) and the coupler (23) during one circular movement do not become sharper than 45° and not more obtuse than 135° .

7. A transmission mechanism according to claim 1 characterized in that the diameter of the total space requirement of the gear (1) during a turn is between 15 cm and 35 cm.
8. A transmission mechanism according to claim 1 characterized in that it is provided at the driven shaft (30) with a planetary gear.
9. A transmission mechanism according to claim 1 characterized by a plate-like design.
10. A transmission mechanism according to claim 1 characterized by an at least approximately linear progression and a symmetric behaviour in both directions of the starting position.
11. A transmission mechanism according to claim 1 characterized by a variable offset (R_1) between the axes (X) of the driving shaft (10) and (Y) of the driven shaft (30).